

Mr. Upson said that 2,700 freight cars from U.S. railroads have been sent to Canada to bring in wheat, mainly through the Duluth gateway. It is understood that the U.S. government plans to import 40,000,000 bushels of wheat from Canada by rail this year.

In a move to relieve feed shortages in the poultry and dairy industries of the United States, President Roosevelt on April 30, 1943, removed the quota restrictions which had been set on Canadian and Australian wheat and wheat-flour imports on May 28, 1941. The relaxation of these restrictions applied only to purchases by the United States War Food Administration.

On February 14 Trade Minister MacKinnon announced in the House of Commons that the United States War Food Administration, through the Commodity Credit Corporation, was making plans to buy 175,000,000 bushels of wheat from Canada during 1944. Of this total, 40,000,000 bushels were intended to be moved by rail in United States cars from western country points, 30,000,000 bushels by vessel from Vancouver and other Pacific points, and 105,000,000 by lake during the 1944 season of navigation.

Purchases by the United States Commodity Credit Corporation are being made from time to time in broadly corresponding quantities for which transportation commitments can be made.

Mr. MacKinnon also announced that from December 13, 1943 to mid-February the United States had delivered a total of 5,561 freight cars owned by United States railways for the transportation of Canadian wheat to the United States. The volume of all rail shipments of wheat to the United States will depend largely on the number of cars which the United States can deliver.

Since the wheat was brought by the United States Commodity Credit Corporation, a United States government agency, the question of duty does not arise. Further to ease the shortage of feed grains in the United States, Congress passed a bill suspending all duties on foreign grain coming into the United States for feeding purposes. This measure was to be effective for three months from January 1 to March 31, 1944 but before the expiration of the suspension a further measure was passed to extend the period another three months to the end of June. Included in the second 90-day order was a provision to cover also the duty-free importation of oats for human consumption.

The United Kingdom has been the heaviest buyer of Canadian wheat and flour during the war years. The measure in volume compared with pre-war years is seen in the following table, compiled by calendar years:

	Bushels Wheat and Flour
1942.....	124,704,567
1941.....	211,376,735
1940.....	137,554,318
1939.....	80,936,648
1938.....	66,547,298
1937.....	70,278,121

Canada has accepted a United Kingdom order for 1,000,000 tons of flour, and efforts are being made to increase production in flour mills. Production of wheat flour in Canadian mills for the 1942-43 crop year ended with the highest output on record, 23,549,707 barrels. (A 196-pound barrel of flour is the equivalent of 4½ bushels of wheat).

FEED GRAINS

The acreage objective for oats in Canada in 1944 was set at 16,400,000 acres at the Dominion-provincial conference, an increase of 6% over the 1943 area. Barley acreage at 8,500,000 acres is 1% above 1943, while the area to be seeded to mixed grains was recommended by the conference at 1,700,000 acres, an increase of 20% over 1943. A larger area to be seeded for corn for husking was also proposed, and the conference agreed to set the objective at 393,000 acres or 53% above the seeded area in 1943.